Collisions by Number of Units Involved

While crashes involving a single vehicle occur less frequently than crashes involving multiple vehicles, the resulting injuries are often more severe. Single vehicle collisions were two and a half times more likely to result in a fatality than multiple vehicle collisions were. Table 6 shows the number of collisions and injuries for single and multiple vehicle collisions by the severity of the collision. Multiple vehicle collisions include collisions between a motor vehicle and a pedestrian or bicyclist.

Table 6
Collisions and Injuries by Number of Vehicles Involved: 1999

	Single Vehicle		Multiple Vehicles	
Type of Collision	**Collisions**	**Injuries**	**Collisions**	**Injuries**
Fatal	129	139	116	139
Serious Injury	560	728	790	1,096
Visible Injury	1,336	1,921	2,258	3,364
Possible Injury	1,081	1,619	3,231	5,341
Property Damage	4,523		11,052	

In 1999, single-vehicle collisions represented only 30% of all collisions, yet the accounted for 53% of all fatal collisions. Of the 129 single-vehicle fatal collisions, 116 (or 90%) occurred on rural roadways.

Of the 116 multiple-vehicle fatal collisions, 14 involved a pedestrian and 4 involved a bicyclist. Only 40% of all fatal collisions involved two or more motor vehicles. Of the 116 fatal multiple-vehicle collisions, 93 (or 80%) occurred on rural roadways.

Figures 2 and 3, on the following page, show the most prevalent primary contributing circumstances for single- and multiple-vehicle collisions. The “all other contributing circumstances” categories combine the remaining contributing circumstances. Contributing circumstances of none, not applicable and unknown were excluded from the total.

Inattention/Distraction was the most prevalent contributing circumstance for multiple vehicle collisions and the second most prevalent for single-vehicle collisions. Inattention/Distraction contributed to 1 out of every 5 collisions involving one vehicle and 1 out of every 4 collisions involving two or more vehicles.

Speed played the biggest role in single-vehicle collision, contributing to 1 out of every 3 collisions. Speed also contributed to 8% of all multiple-vehicle collisions.

Figure 3
Single-Vehicle Collisions – Primary Contributing Circumstances

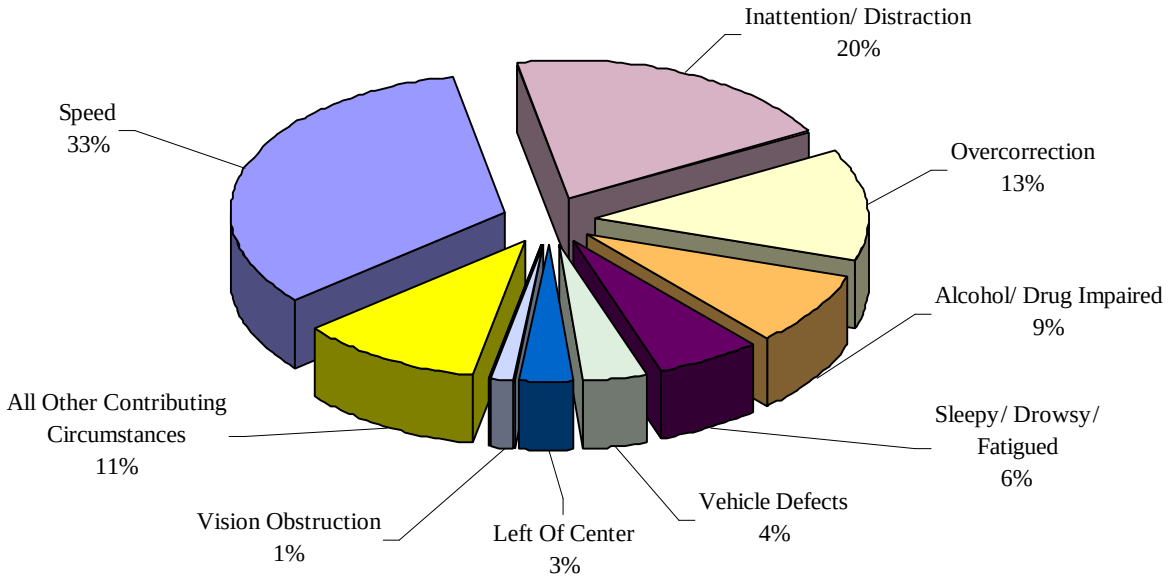

Figure 4
Multiple-Vehicle Collisions – Primary Contributing Circumstances

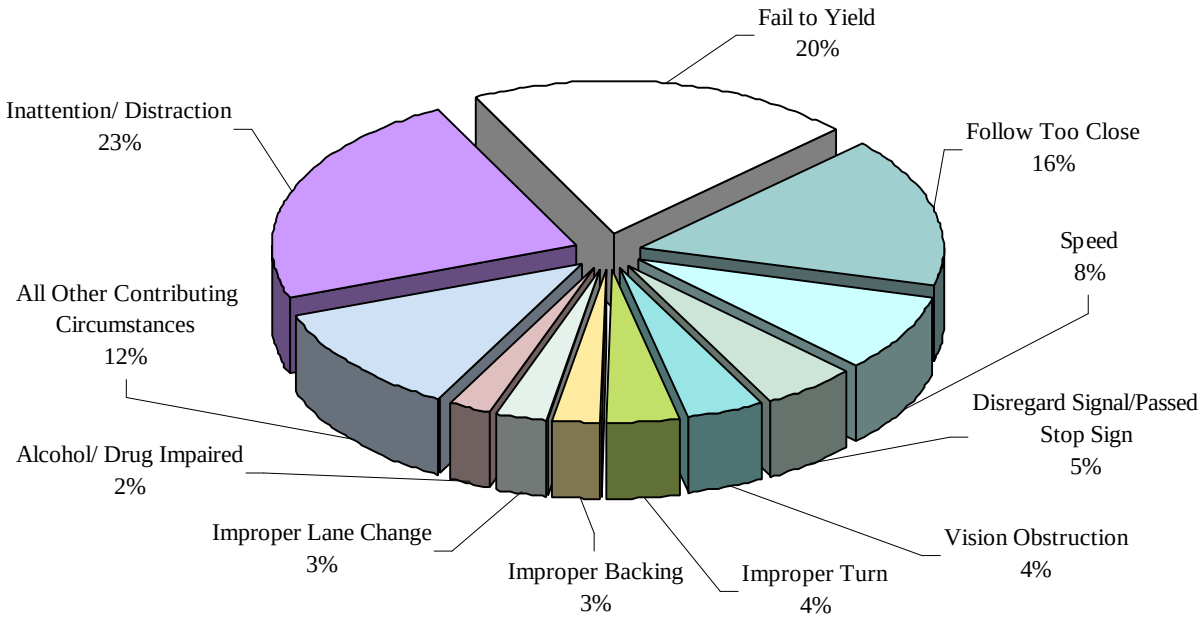

Table 7 shows the most harmful events for fatal single- and multiple-vehicle collisions.

Table 7
Most Harmful Event for Fatal Single and Multiple Vehicle Collisions

Single-Vehicle Collisions	Multiple-Vehicle Collisions
Overturn (69.8%)	Head On (27.1%)
Tree (6.2%)	Angle (21.3%)
Embankment (3.1%)	Pedestrian (11.7%)
Fell and/or Jumped (3.1%)	Angle - Turning (7.9%)
Bridge - Pier, End, Rail (2.3%)	Side Swiped Opposite (7.5%)
Ditch (2.3%)	Rear End (6.3%)
Fence (2.3%)	Overturn (4.2%)
Immersion (2.3%)	Side Swiped - Same Direction (3.8%)
Guardrail Face (1.6%)	Bicyclist (2.9%)
Other (1.6%)	Head On - Turning (2.5%)
Sign or Light Support (1.6%)	Same Direction - Turning (1.7%)
Utility Pole (1.6%)	Train (0.8%)
Delineator Post (0.8%)	Embankment (0.4%)
Domestic Animal (0.8%)	Fire (0.4%)
Fire (0.8%)	Guardrail Face (0.4%)
	Other (0.4%)
	Parked Vehicle (0.4%)
	Utility pole (0.4%)

*The percentages represent the number of vehicles the most harmful event was attributed to. Multiple vehicles involved in a single collision may not have the same most harmful event. In 1999, there were 240 vehicles involved in the 116 fatal multiple vehicle collisions.

Overturned was the leading Most Harmful Event for fatal single-vehicle collisions. Single-vehicle rollovers accounted for two-thirds of the single vehicle fatalities and one-third of all fatalities in 1999.

Of the 92 people killed in single-vehicle rollovers, 11 (or 12%) were wearing seat belts. Of the 81 people who were killed in single-vehicle rollovers and not wearing a seat belt, 73 (or 90%) were partially or totally ejected from their vehicle.